

# EXHIBIT 16



100 GROVE ST. | WORCESTER, MA 01605

August 9, 2019

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**RECEIVED**

Subject: 11 Wheeler Road  
Preliminary Plan and MRDSP Review

AUG - 9 2019

Dear Joe:

**PLANNING BOARD  
GRAFTON, MA**

We received the following documents in our office on August 2, 2019:

- Plans entitled Preliminary Conventional Development Plan, 11 Wheeler Road dated April 23, 2019 and last revised July 29, 2019, prepared by Andrews Survey & Engineering, Inc. for Stanley W. & Lisa A. McGriff. (4 sheets)
- Plans entitled Preliminary Flexible Development Plan, 11 Wheeler Road dated April 23, 2019 and last revised July 29, 2019, prepared by Andrews Survey & Engineering, Inc. for Stanley W. & Lisa A. McGriff. (4 sheets)
- Correspondence from Andrews Survey & Engineering, Inc. to Grafton Planning Board dated July 29, 2019 re: Peer Review Comment Responses, 11 Wheeler Road...

Graves Engineering, Inc. (GEI) has been requested to review and comment on the plans' conformance with applicable "Rules and Regulations Governing the Subdivision of Land; Grafton, Massachusetts" revised through April 27, 2009; "Grafton Zoning By-Law" amended through October 15, 2018 and standard engineering practices. As part of our initial review, GEI visited the site on July 5, 2019.

This letter is a follow-up to our previous review letter dated July 6, 2019. For clarity, comments from our previous letter are *italicized* and our comments to the design engineer's responses are depicted in **bold**. Previous comment numbering has been maintained.

Our comments follow:

## Zoning By-Law

### **Flexible Development Plans**

- If access to the open space parcel is to be provided from the proposed road, then during definitive plan design the "Proposed Stormwater Mitigation Area" will need to be configured to create an access strip at least forty-feet wide. (§5.3.11.c)*  
**Acknowledged. The Lot 6 property lines have been reconfigured and a 40-foot wide access strip has been created around the stormwater basin.**

### **Both Conventional and Flexible Development Plans**

2. *The site is predominantly located within the Water Supply Protection Overlay District. During definitive plan design, consideration should be given to incorporating infiltration systems for roof runoff into the project's stormwater management system. (§7.5.D).*  
**The design engineer responded that roof infiltration systems would be considered if the preliminary plans are approved.**

### **Subdivision Rules & Regulations**

#### **Both Conventional and Flexible Development Plans**

3. *The plans need to contain a legend with all line-types and symbols used in the plans. (§3.2.3.1)*  
**Acknowledged. A legend has been added to the plan sets.**
4. *During definitive plan design, the type of curb material will need to be addressed. Where the road grade exceeds 2%, vertical granite curbing is required. Whereas the road is proposed to be 22 feet wide, consideration should be given to utilizing sloped granite edging (except at intersection radii) so that if necessary, emergency vehicles can gain access to the road shoulders to pass an obstruction in the road. (§4.2.1.2.b)*  
**Acknowledged. The design engineer responded that curbing type(s) will be finalized during the definitive plan design.**
5. *During definitive plan design, hydrant locations will need to be coordinated with the Grafton Fire Department and Grafton Water District. (§4.7.7.1)*  
**Acknowledged. The design engineer responded that hydrant locations will be coordinated with the Grafton Fire Department during the definitive plan design.**
6. *The plans do not address the stormwater collection system in a preliminary manner. It appears that the intention is to use a conventional catch basin-to-manhole configuration; the design engineer needs to elaborate. (§4.7.8.3)*  
**Acknowledged. The design engineer responded that they anticipate a conventional drainage system of catch basins and manholes, which are shown on the revised plans.**

### **General Engineering Comments**

#### **Both Conventional and Flexible Development Plans**

7. *We reviewed the Sight Distance and Speed Data memorandum prepared by WSP. The methodology appeared to be in order and the memorandum recommended tree clearing along the property frontage. GEI observed during its site visit that brush trimming will also be needed to clear obstruction sight lines. Specific tree and brush clearing locations and requirements should be incorporated into the definitive plans.*  
**No further comment necessary.**

**General Comments**

**Flexible Development Plans**

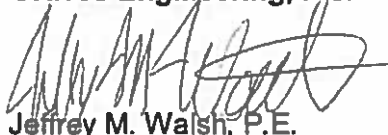
8. *On Sheets C-1.1 and C-1.2, the Lot Requirements table needs to be updated to reflect the latest lot area and lot frontage information, and the reference to Lot 7 needs to be deleted.*  
**Acknowledged. The table has been revised and no longer references Lot 7, and the frontage and lot area information has been updated.**

**Additional Comments, August 9, 2019**

9. **Sheet C-1.1 of the Conventional Development Plan shows Parcel C (3,948 +/- sq. ft) on land of Grafton Land Trust and Parcel B (increased in size to 29,043 +/- sq. ft.) on the project property. GEI understands that the parcels may be for the purpose of a land swap between the Grafton Land Trust and the applicant; GEI has no issues with this concept if that is the intention. The area of Lot 6 (41,835 +/- sq. ft.) includes the Parcel C area; the land swap will be necessary in order for Lot 6 to satisfy the minimum lot area requirement of 40,000 sq. ft.**

We trust this letter addresses your review requirements. Feel free to contact this office if you have any questions or comments.

Very truly yours,  
**Graves Engineering, Inc.**



Jeffrey M. Walsh, P.E.  
Principal

cc: Travis Brown, Andrews Survey & Engineering, Inc.

